

PROJECT 10073 RECORD CARD

1. DATE <u>8 April 1956</u>	2. LOCATION <u>A/V sighting between Schenectady & Oswego, NY</u>	12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon <input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft <input checked="" type="checkbox"/> Was Astronomical <u>Venus</u> <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical <input type="checkbox"/> Other _____ <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
3. DATE-TIME GROUP Local _____ <u>GMT 09/0315Z</u>	4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar	
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE <u>Civilian</u> <u>Commercial Pilot, [redacted]</u>	
7. LENGTH OF OBSERVATION <u>forty-five minutes</u>	8. NUMBER OF OBJECTS <u>one</u>	9. COURSE <u>E to W</u>
10. BRIEF SUMMARY OF SIGHTING One object, shape unknown but estimated to be size of an aircraft on the ground as viewed from 6000 feet. Object was orange in color. Object appeared to fly parallel to the aircraft and disappeared over Lake Ontario.	11. COMMENTS This sighting was generated by the planet Venus, setting in the West.	

~~SECRET~~ CASE

Source: State Mental 1's file to Hall 23 Aug 63, Hall's folder

With reference to the ~~upper~~ case, there is definitely at least one and probably two errors, though in our opinion they do not affect our judgment. In the first place, the mean azimuth of the line connecting Schenectady and Syracuse is not 300 degrees but well under 300. I don't have time to check this value exactly, but I shall do so on my return from Europe. I am dictating this note late at night on the eve of my departure. I return on September 2. And it is equally true that the setting azimuth of Venus is just slightly greater than 300 degrees. We do know, however, that errors of azimuth from the ground are extremely easy to make. See the reference to the Presque Isle case, where experienced observers made a serious error. Moreover, we have found that the Air Force questionnaire was often ambiguous on the question of azimuth. In some cases, the observer gave not the azimuth of the sighted object from themselves, but the azimuth that they estimated on which the UFO was supposedly flying. And, since these UFOs execute evasive action, since they are centered on the observer, this means that they seem to take a course as judged by the observer, parallel to his own. That is about as far as I can go from here, except to say that there was an extremely bright object in this region. Many reports have been received identifying it as a UFO. I do not consider an error of 25 degrees significant, although you will doubtless say that I am stretching the facts. Even so, if it were not the planet Venus, we are completely sure that the observer would have reported that he observed a UFO so many degrees north of the bright planet Venus or, if he did not know Venus when he saw it, of the extremely bright star that must have been at about the same altitude.

"Meet the Millers" Program
WBEN-TV; Buffalo, New York
April 16, 1956

Subject: Pursuit of unidentified flying object (UFO) by American Airlines plane.

Appearing on the program: Mr. & Mrs. Miller, interviewers
Capt. [REDACTED], American Airlines pilot
First Officer William Neff, co-pilot
Bruce Foster, Bell Aircraft Co. engineer

TRANSCRIPT

Miller: Seated next to Mildred (Mrs. Miller) is Mr. Bruce Foster of Bell Aircraft. Next to Mr. Foster is Capt. [REDACTED] of American Airlines and First Officer Neff of American Airlines. Now you fellows had a real experience. What date was this?

[REDACTED] This was a week ago last night, on April 8th.

Miller: Was that a regular flight of American Airlines?

[REDACTED] Yes it was.

Miller: From Buffalo to New York?

[REDACTED] This flight comes out of New York and lands at Albany, Syracuse, Rochester, and terminates in Buffalo.

Miller: What was your first idea that anything was happening--that you were seeing something?

Neff: This very brilliant white light--like an approaching aircraft with its landing lights on. Naturally we moved away from it thinking that's what it was. Then we noticed it was standing still at the time and we got sort of curious.

Miller: Just about what location was this?

[REDACTED] This was just about over Schenectady. We were coming out of Albany. We took off north and we made a left turn and we noticed this light over Schenectady. It seemed to be standing still.

Miller: A light? Now when you say a light, do you mean a light like a light bulb--about that color?

[REDACTED] Oh yes, very fluorescent--a very bright light...

Mrs. Miller: A big what?

[REDACTED] A large light. It looked more like a light coming into Albany airport

WBEN-TV.....2

Mrs. Miller: And both of you saw it? At the same time?

Miller: How close were you to it do you think?

[REDACTED] We turned a little bit to pass to the south of it, and we were probably 2 to 3 miles from it.

Miller: And the thing was just astanding there?

[REDACTED] Just about standing; it was off our wing-tip.

Miller: Was there anyone else on the flight with you?

[REDACTED] Oh, we had Miss Reynolds, our stewardess was with us.

Miller: Did she happen to notice it too?

[REDACTED] She came up. We called her and she came up and looked at it later on after this had taken off at this terrific speed...

Miller: How long was it stationary there?

Neff: We couldn't say that it was actually stationary...

(several talking at once)

[REDACTED] ...from the time we were off the ground at Albany, until we its about 15 miles by air to Schenectady and it was off our wing-tip, and we watched it just go through a ninety degree arc, go right straight to the west, and it was...how many seconds does it take to go through a ninety degree arc?

Miller: Bruce?

Foster: How fast would you say it appeared to be going? Did it change speed very radically during the time that you saw it?

[REDACTED] The initial speed I would say probably was 800 to 1000 miles an hour. How fast can it...it's hard to say, just to compare that speed.

Neff: Certainly much faster than another airplane would.

[REDACTED] Oh much faster, much faster than a jet.

Mrs. Miller: Faster than a jet?

[REDACTED] Yes ma'am.

Neff: Couldn't be a jet, not at that altitude because their fuel is so critical.

Miller: Bruce... (garbled)...?

WBEN-TV.....3

Foster: Well, I doubt if it could...did it appear to change color at all?

[REDACTED] Yes it did. It changed color after it got to the west of us, probably 8 to 10 miles. It appeared...the light went out; that's what had Bill and I concerned. It went out momentarily and we knew there was something up there, and now here we were with a load of passengers with something on our course up ahead, and what are we going to do; so we watched this where the light went out and this orange object came on--this orange light.

Miller: Did you blink back at it?

[REDACTED] No we didn't...

Miller: [REDACTED] Just what did you do Captain?

[REDACTED] We looked at one another a little bit amazed, so we decided we'd call Griffiss Air Force base, and I thought they had the radar on. Course on a Saturday night I guess not very many people are home at an Air Force base. And they didn't have it on--it would take them 30 minutes to energize the set

Foster: Do they not usually have those on?

[REDACTED] I assumed they did; I thought they did...

Miller: [REDACTED] Maybe we'd better not get into that discussion...

[REDACTED] Oh probably not. We'd get a little bit off the track on that.

Neff: They asked us to keep it sighted and we did, and we kept calling out our location, and as we told them where we were we turned all our lights on. They asked us to turn them off and they could see us, and they asked if this object you see is orange in color. We said it was...

Miller: [REDACTED] This is after it turned on I understand.

[REDACTED] Yes. They said we have a definite silhouette in sight south of the field. Now those fellows are observers who are in the tower. They said that they could see a silhouette.

Miller: [REDACTED] Now would they be looking with the eye?

[REDACTED] I imagine so, yes.

Miller: [REDACTED] What kind of a silhouette did they see, a silhouette of light

Neff: Well usually on a radar screen they're referred to as a target or a blip...on a radar screen. A silhouette usually refers to something that you see, like a silhouette of...something black up against something white.

WBEN-TV.....4

Foster: But this was on a screen?

Neff: Well actually we don't know if the silhouette they referred to was a radar silhouette or a visual. But Watertown could see it and they're quite a ways north of Griffiss, and Albany saw it--two men in the tower at Albany--one an Air Force man and one a CAA man. And they saw it after we first called them, and noticed...and they looked over to the west and saw it right away.

Mrs. Miller: And when they saw it was it moving?

Neff: Well we didn't get to talk with them...

Mrs. Miller: But to you it was moving?

Neff: Oh yes.

Mrs. Miller: Real fast?

[REDACTED] It stayed just that far ahead of us and they asked us what our point of next intended landing was, and I told them Syracuse, and they wanted to be identified...our aircraft, number and serial number, and they said, well "abandon that next landing temporarily and maintain the course and your altitude," so we did. They were calling "scramble." "Scramble" is jets that they send up to, I suppose to go up and intercept these unidentified objects.

Miller: Is that...do you know about those Bruce?

Foster: Well there's one of these bases right up next to the Bell plant up there, and we see these fellows taking off most any time of the day or night up there on various training missions.

Miller: In other words they're alerted at all times?

Foster: Yes they are. They usually have a couple of planes alerted on or near the end of the runway. On very short notice these people can take off and climb up to some interception point directed by radar operators.

Miller: You say in a very short time. How long would it take them to get airborne?

Foster: Well probably in about five minutes. I don't know just exactly how quick they can do it.

Mrs. Miller: When you said * * * (garbled) was it low, or was it low for a jet?

Neff: Well it was low and it was also low for a jet. There happened

(Neff, continued): to be an overcast that evening which eliminated the possibility of a star right off the bat, and * * * (garbled)...the way I understand it a jet burns up three or four times the amount of fuel at low altitude than it does at high altitude. I didn't think a jet could stay down that long without using up a considerable amount of gas.

Miller: I didn't know that about jets. You knew that of course Bruce?

Foster: It's also true of rockets. That's one reason I wouldn't think it would be a rocket. If they saw it for half an hour, this is quite a long time to operate a rocket engine.

Mrs. Miller: Well now I'd like to ask you a question: How fast were you going?

[REDACTED] About 250 miles per hour.

Mrs. Miller: * * * (garbled) then did they slow down or why didn't * * * (garbled)?

[REDACTED] They must have slowed down. "They" or "it" must have slowed down.

Mrs. Miller: Yes, granted.

Miller: The unidentified object must have slowed down, flying as it was.

Neff: We trailed out as far as Oswego, which is right on the south shore of Lake Ontario and we passed up our point of landing at Syracuse, and we weren't sure we should hold the passengers up any longer, and of course we didn't advise them.

(Several talking at once)

Mrs. Miller: ...that would have been wonderful.

[Brief gap in tape, presumably caused by original recorder changing reels]

[REDACTED] We were calling Griffiss and asked if we could change over to emergency frequency which was 121.5, and we couldn't read them any more on 108.5 because we were down rather low and the CHF (or VHF) is a line-of-sight operation. And we did; we changed over figuring...

Miller: Go right ahead. I don't even know what you're talking about; but that's all right, go right ahead.

[REDACTED] But we figured the interceptors were going to operate

(B-7 cont.): that frequency and talk to us, and then come alongside us and take off from where we were on our heading. But we called them and they said they were "about off," and that was about 8 minutes and we couldn't work them any longer, and we turned over with Syracuse tower, and they were giving...relaying the messages back and forth, and it was then about 10 to 12 minutes and they're still not off yet. And we can't...I don't know, we'd probably still be flying. I just don't know where the jets were. Why didn't they get the jets up?

Miller: Well what happened to the object?

(B-7) It went off, it just went to the northwest and it went out of sight.

Foster: Was it more rapid? All of a sudden did it accelerate its speed?

(B-7) It did appear to...after it got over the water it appeared to really get out of sight very fast.

Neff: It did, in the direction of Toronto, in that direction.

Miller: Did you people in Toronto see an orange light?

Mrs. Miller: * * * (garbled) well now, tell us, what do you think it is?

Foster: This sounds very much like some of the investigations of Mr. Ruppelt's...reports in his book on unidentified flying objects. But it seems most of the good cases he talks about had these shortcomings. Either the airplane didn't get off in time, someone wasn't alerted, or there was some reason why they just didn't get a good look at one of these things. Still I think what you people have seen is probably the same thing that has been reported many times in the past five years. In relation to this subject I notice that you people hesitate to refer to them as "flying saucers." So does Mr. Ruppelt. He refers to them as unidentified flying objects because many of them are not saucer-shaped.

Miller: Was this object saucer-shaped or not?

(B-7) Oh I don't know. I couldn't say.

Neff: There was no definite shape to it, it was just a brilliant light.

(B-7) Just a light.

Foster: He (Ruppelt) talks about three different general types: one is a point of light, much as what you appear to have seen; another is a cigar-shaped light; and the third is a sort of a glob of greenish light.

WBEN-TV.....7

Miller: Did this at any time appear to be green?

██████████ No. At no time was it green.

Miller: Mr. Ryan, have you had any phone calls about this?

██████████ A good number of them, yes, and letters also.

Miller: Didn't someone call you and talk, that * * * (garbled) in the Air Force or whatever, and say that your experience and this object that you saw corresponds very definitely to other reports?

██████████ That's right. That's what they said.

Mrs. Miller: And you don't think it can be a jet; and you don't think it can be a rocket; and you don't think it's an airplane. What do you think it is...?

Neff: I don't know.

██████████ I wish somebody would come up with the answer.

Neff: I think they ought to take an all-out effort to find out what these things are. If this is a government project, I think everybody's for 100 per cent security, but if it's not a government project or something of our own, I think that possibly they should find out what they are if it's possible.

(Mr. & Mrs. Miller thank their guests)

END

Brightness Dazzles

Airline Pilot Pursues 'Fantastic Thing' in Sky

By the Associated Press.

BUFFALO, April 10.—A veteran airlines pilot today recounted the tale of "something fantastic" he said he chased through upstate New York skies Sunday night.

Capt. Raymond E. Ryan, 43, of suburban Snyder, a pilot for 23 years, said he followed a bright light from Schenectady to Oswego but could not catch it.

"The light was so bright you wouldn't want to look at it," Capt. Ryan said.

"I've read about flying saucers," said Capt. Ryan, "and I'm the type of fellow that—well, you've got to show me. But I'm convinced there was something fantastic up there."

95. THE REPORT ON THE UFO SIGHTED AND PURSUED, AT THE REQUEST OF GRIFFIS AIR FORCE BASE, BY CAPT. RAYMOND RYAN, AMERICAN AIRLINES, ON APRIL 8, 1956. GRIFFIS AFB, IN A RADIO CONTACT WITH CAPT. RYAN, STATED THEY COULD SEE THE UFO, AS A ROUND, FLOWING OBJECT, PRECEDING THE AIRLINER, THEY ALSO ASKED CAPT. RYAN TO LEAVE HIS ASSIGNED COURSE, THOUGH HE WAS CARRYING PASSENGERS, AND TO PURSUE THE UFO, REPORTING ALL POSSIBLE DETAILS.

UFO SIGHTING
ROME, SCHENECTADY, ROCHESTER, N Y
9 - 10 April 1956

On 9 April 1956, at 0315Z, Capt [REDACTED], and the first officer of an American Airlines aircraft sighted an unidentified flying object while on a scheduled flight from Schenectady, N Y to Oswego, N Y. The object appeared the size of an aircraft on the ground from 6000 feet, was a bright orange light which remained in sight for 45 minutes. The object was viewed 5° to port and appeared to parallel the course of the aircraft at equal speed. (Aircraft heading 297° at 6000'.) The weather was reported as clear with a very thin overcast. This object was also reported by the crews of four other flights who thought it was probably a star or planet. Interceptors were scrambled at 0348Z and were in the air at 0352Z and at 0413Z identified the object as a planet. No instructions were given to the airliner to deviate from course. CAA records show that the American Airline flight landed ahead of schedule.

The object was observed by the shift supervisor in the tower at Griffis Air Force Base. The supervisor reported the object was round and appeared to be about the size of a pea held at arm's length, was white with an orange tint when first sighted, and after about 10 minutes appeared orange with a red tint. The object was reported as larger than any star. The object was at azimuth 330° (probably in error) from the Griffis Tower and appeared to be at three to four thousand feet. The object appeared to descend over the horizon about 10° left of when first spotted. Object was in sight for 23 minutes. Binoculars were used in observing the object. The object was sighted again at 0320Z on 10 April 1956.

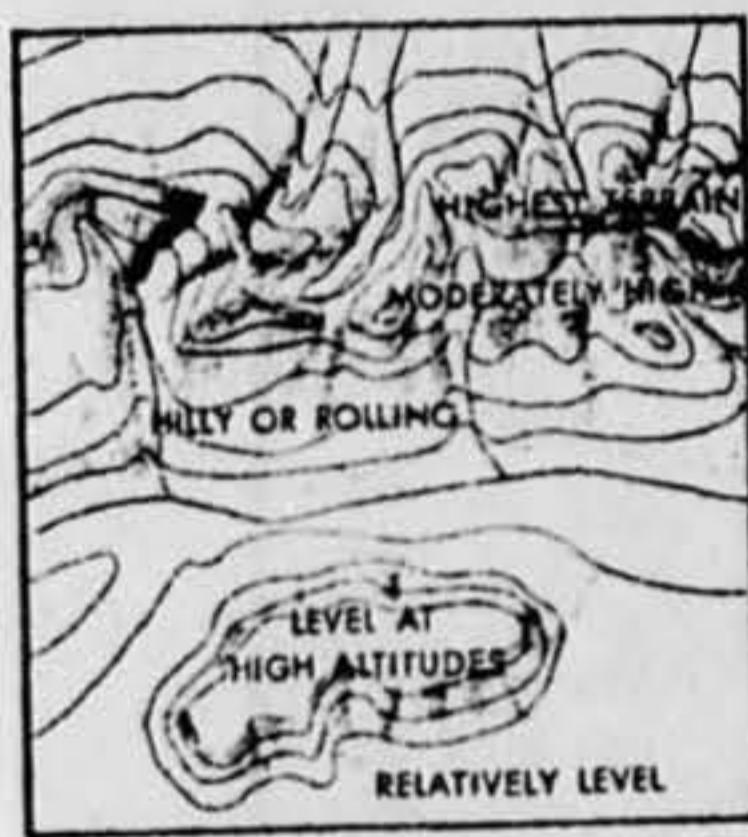
Conclusion:

At 0320Z on 9 - 10 April 1956, the planet Venus was just on the horizon and at an azimuth of approximately $300 - 305^{\circ}$. Venus was very prominent and bright during the time of the sighting. Since the object was identified as a star or planet by the intercept a/c (scrambled for identification) and 4 other a/c in the area it is believed Venus was definitely the cause of these sightings.

LEGEND

RELIEF PORTRAYAL

Elevations are in feet. HIGHEST TERRAIN elevation is 5344 feet located at 44°07'N 73°56'W

TERRAIN CHARACTERISTIC TINTS
(areas of unreliable relief are devoid of tint)

Land forms are shown by contours, three dimensional shading, and terrain color tints. Green indicates flat or relatively level areas in the lower elevations. Flat areas at higher elevations, such as plateaus, are shown by a yellow/green. The light buff and yellow colors indicate hilly and rolling to mountainous terrain. Two bands of yellow are used at higher elevations to help identify mountain ranges and/or critical tops.

CONTOUR INTERVAL

1000 feet with intermediates at 500 feet

— Contour
— Intermediate

Dashed contours indicate approximate alignment.

SPOT ELEVATIONS

Elevations and position accurate, maximum vertical error 100 feet.....0000

Approximate or doubtful locations are indicated by omission of the point locator (dot or 'x').

Critical elevation.....0000

Lake elevation.....0000

Stream elevation.....000

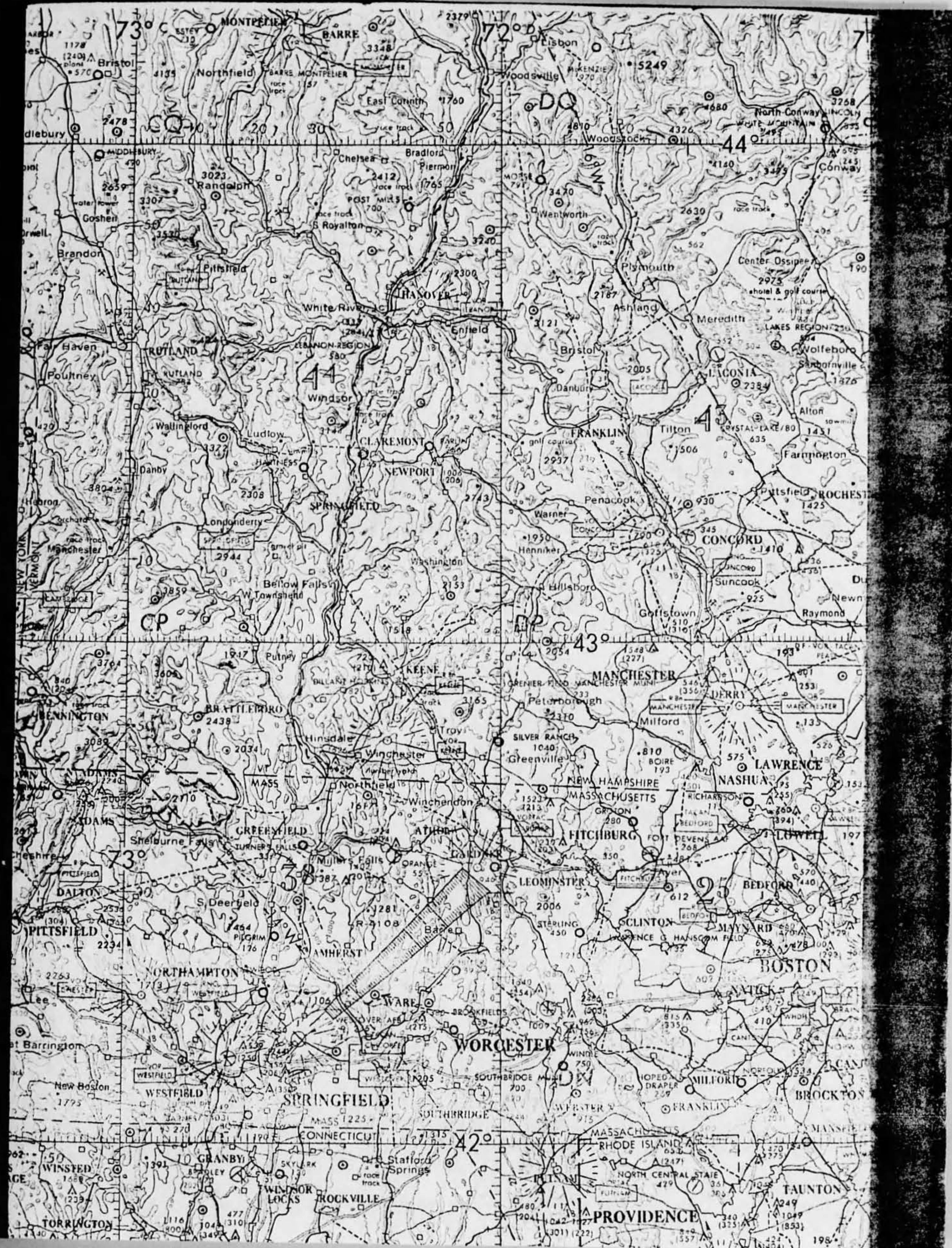
MAXIMUM ELEVATION DATA

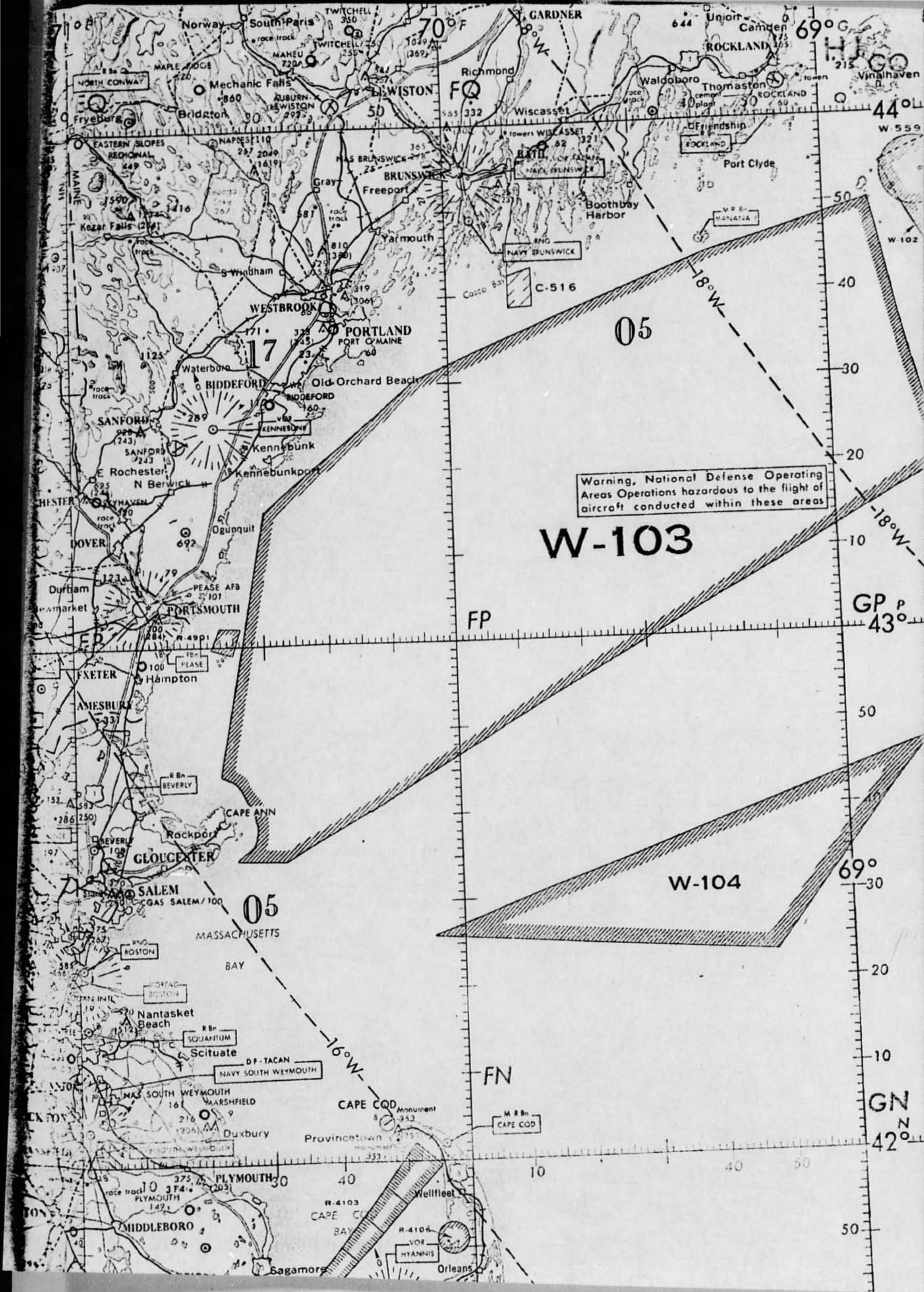
Maximum elevation figures, centered in the area bounded by ticked lines of longitude and latitude, indicate the HIGHEST TERRAIN ELEVATION within that area. These figures include the maximum possible vertical error of elevations, BUT DO NOT INCLUDE ELEVATION OF VERTICAL OBSTRUCTIONS. A minus sign (-) following the figure indicates that the figure is based on an estimated elevation. MAXIMUM ELEVATION FIGURES ARE OMITTED IN UNSURVEYED AREAS AND AREAS WHERE RELIEF INFORMATION IS INADEQUATE.

3100 feet.....









CULTURE

- Actual city outline.....
- Towns and villages.....
- Landmark features.....
- Lookout towers.....
- (50) Pennsylvania numbering system
- Dual lane road.....
- Other roads.....
- Tracks or trails.....
- Multiple track RR.....
- Single track R. R.....
- Power transmission line.....
- International boundary.....

PICTORIAL SYMBOLIZATION

NONE SHOWN
ON THIS CHART

AERONAUTICAL INFORMATION

Major aerodromes..... EDNA 920
Runway pattern and 6000 foot diameter circle is shown at 1:500,000 scale. Center of circle represents true position of airfield.

Major aerodromes, runway pattern not available..... O
Jet facilities available..... J
Minor aerodromes..... O
Seaplane base..... O

Vertical obstructions..... A (230)
(unlabeled obstructions are towers)

Vertical obstructions with landmark significance..... (230)
(black square indicates location)

Numerals adjacent to obstruction indicate elevation of top of obstruction above mean sea level. Numerals in parenthesis indicate height above ground.

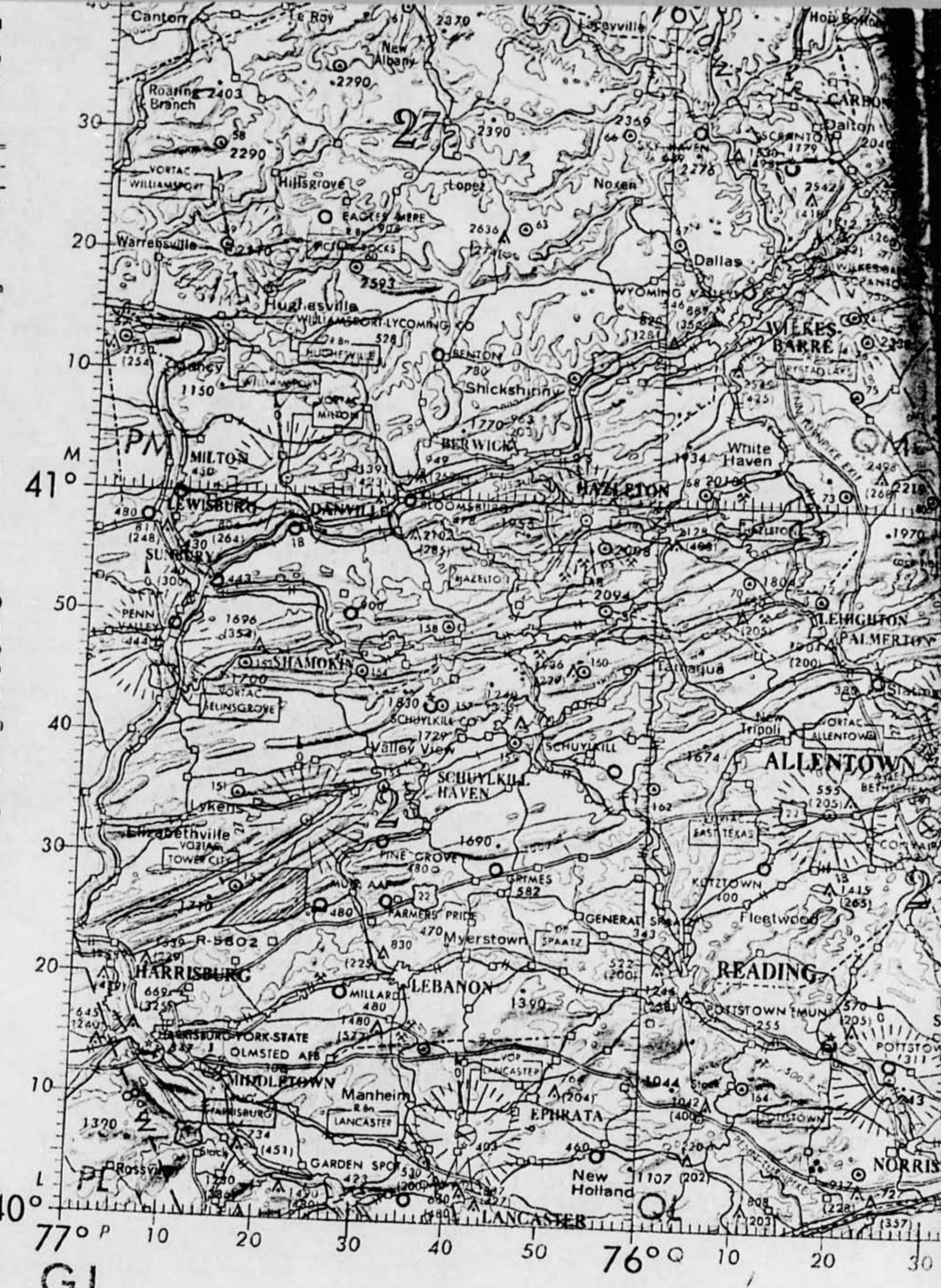
RELIABILITY OF VERTICAL OBSTRUCTION DATA

Position and/or elevations of vertical obstructions on this chart are generally reliable. Where closely grouped obstructions exist, those of lesser heights have been omitted.

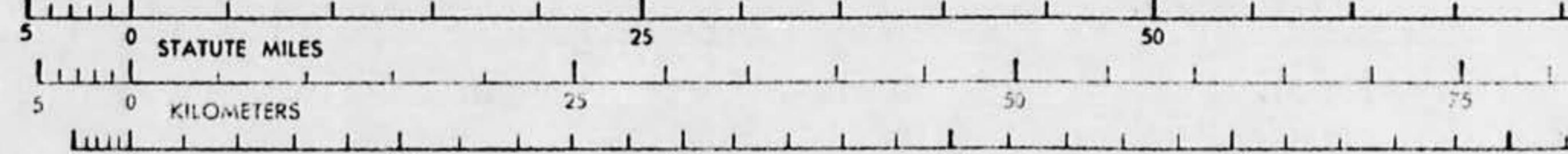


DANGER RESTRICTED
OR WARNING AREA

P-16 NUMBER INDICATES INTERNATIONALLY RECOGNIZED NUMERICAL IDENTIFICATION

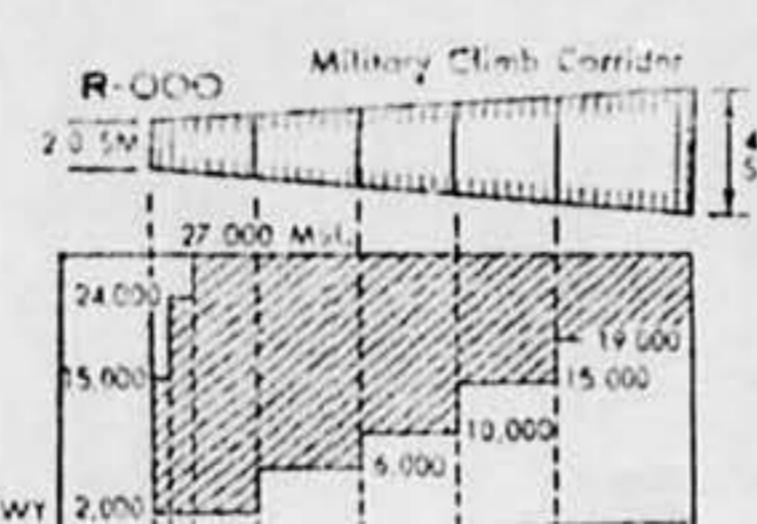


NAUTICAL MILES



Typical Military Climb Corridor

Altitude limits do not extend above 27,000 MSL. Corridor dimensions and minimum altitudes may vary from that shown on the profile. Consult Aeronautical Information Publications for details.



INDEX TO ADJOINING SHEETS

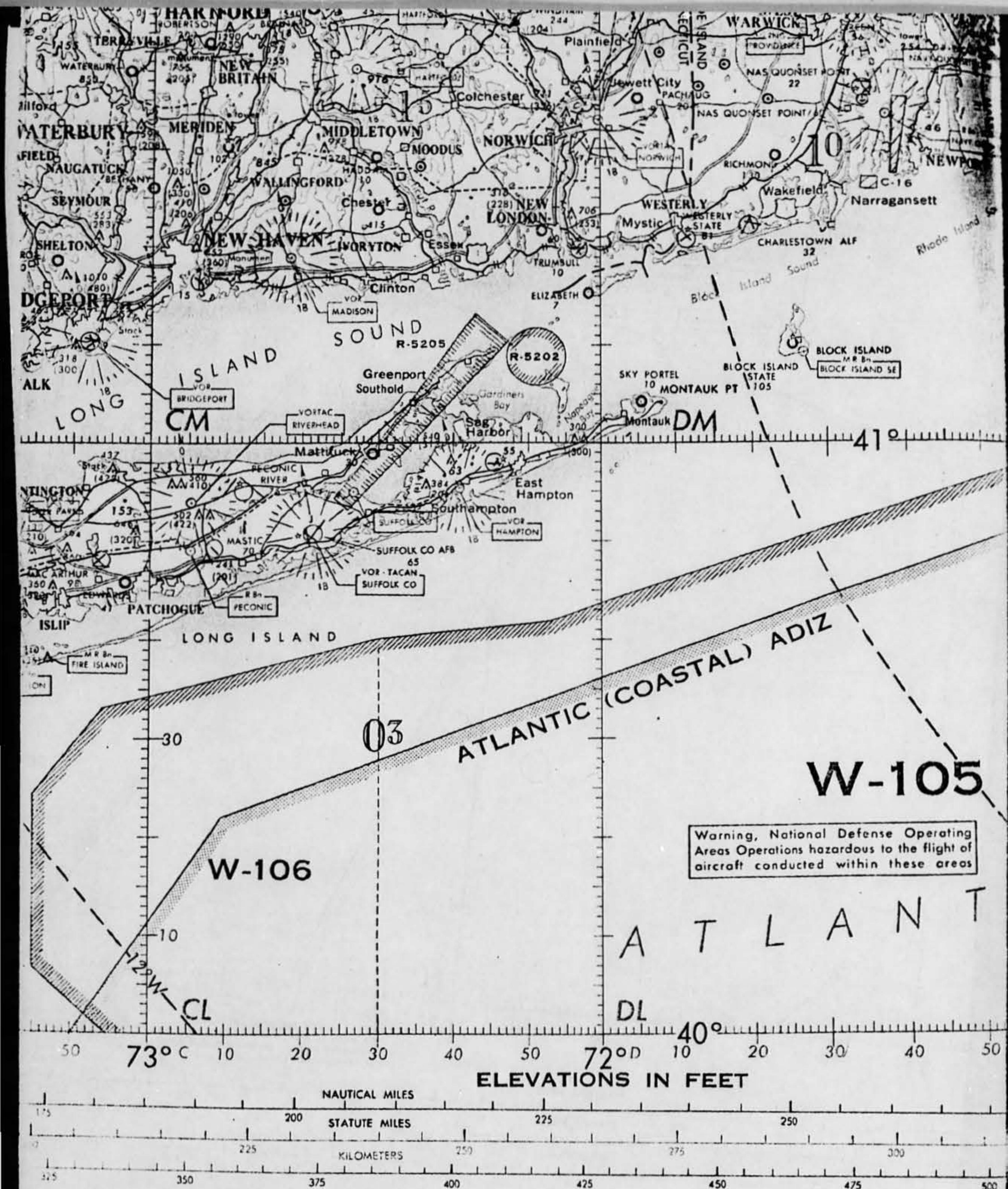
264	CANADA UNITED STATES	263	262
309		310	311



USAF OPERATIONAL

PUBLISHED BY THE AERONAUTICAL C
UNITED STATES
ST. LOUIS

WORLD GEOGRAPHIC REFERENCE SYSTEM (BLUE)	
1. AREA FIGURES	
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0.000000000000000000000000002198937600000080000000000000104096	0.0000000000000000000000000008795748800000030720000000000065536
0.0000000000000000000000000008795748800000030720000000000065536	0.00000000000000000000000000035182995200000122880000000000204800
0.00000000000000000000000000035182995200000122880000000000204800	0.000000000000000000000000000137433600000050000000000000065536
0.000000000000000000000000000137433600000050000000000000065536	0.000000000000000000000000000054973440000001999200000000000262144
0.000000000000000000000000000054973440000001999200000000000262144	0.000000000000000000000000000021989376000000800000000000000104096
0.000000000000000000000000000021989376000000800000000000000104096	0.0000000000000000000000000000087957488000000307200000000000065536
0.0000000000000000000000000000087957488000000307200000000000065536	0.00000000000000000000000000000351829952000001228800000000000204800
0.00000000000000000000000000000351829952000001228800000000000204800	0.000000000000000000000000000001374336000000500000000000000065536
0.000000000000000000000000000001374336000000500000000000000065536	0.00000000000000000000000000000054973440000001999200000000000262144
0.00000000000000000000000000000054973440000001999200000000000262144	0.00000000000000000000000000000021989376000000800000000000000104096
0.00000000000000000000000000000021989376000000800000000000000104096	0.0000000000000000000000000000000879574880000003072000000000065536
0.0000000	



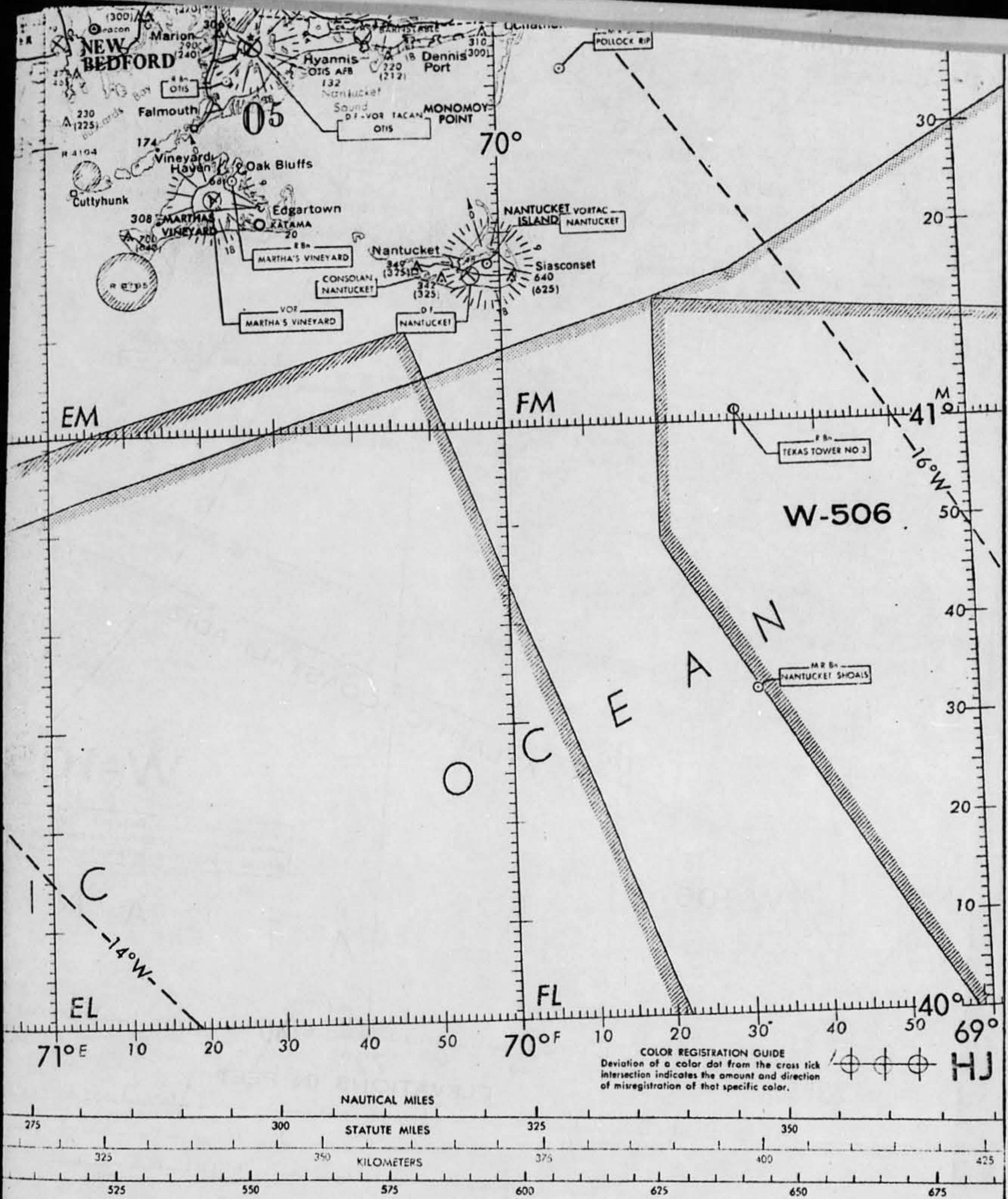
NAVIGATION CHART

ARMED FORCES
AERONAUTICAL CHART AND INFORMATION CENTER

Lambert Conformal Conic Projection
Standard Parallels 40°40' and 43°20'
Convergence Factor .66919

CONVERSION OF ELEVATIONS										
FEET (Thousands)	0	2	4	6	8	10	12	14	16	18
METERS (Thousands)	0	1	2	3	4	5	6	7	8	9

NOTE: It is requested that all users of this chart mark hereon corrections and additions which come to their attention and mail direct to COMMANDER, AERONAUTICAL CHART AND INFORMATION CENTER, SECOND AND ARSENAL, ST. LOUIS 18, MISSOURI, ATTN. ACDO.



CAUTION

AIR INFORMATION CURRENT THROUGH
24 JANUARY 1963

Aeronautical information shown in this color is subject to frequent changes. The rate of change of air information precludes revision of this chart to insure currency. Consult NOTAMS, USAF/USN Flight Information Publication and ACIC Bulletins for the latest, complete information.

HUDSON RIVER

CANADA - UNITED STATES

ONC 310

SCALE 1:1,000,000

6TH EDITION of ONC 310
is obsolete

BASE 150
BASE INFORMATION COMPILED MAY 1958 (C & GS) FROM
SOURCE DATED 1949 TO JANUARY 1958
REVISED NOVEMBER 1962 FROM SOURCE DATED APRIL
1959 TO MAY 1962
SPEC. NO. ONC-A-2

7TH EDITION
LINES OF EQUAL MAGNETIC VARIATION FOR 1960 (LITHOGRAPHED BY U. P. - 3-63)
(Annual rate of change - 1' increase)

1/1/63 2/1/63

TAB

- A INITIAL TWX
- B MENSEL'S ANALYSIS
- C CORRESPONDENCE WITH RICHARD HALL (Sec. of NICAP)
- D MISC. NEWS REPORTS
- E WEATHER DATA

WPA921 YDC099 TYD090 TMA123 TTD053 SNA042 SND098

PF RJEDEH RJEPEH RJEPSH RJEDEWP RJEPEHQ

DE RJEPSNE 8D

915452

FM COMDR 655TH AC&W SQ WATERTOWN AF STA WATERTOWN NY

TO: R.JEDEN/COMDR ADC ENT AFB COLORADO SPRINGS COLO

RJEPNB/COMDR EADE STEWART AEB NEWBURGH NY

INFO RJEPSN/COMDR 32D AIC DIV SYRACUSE NY

RJEDDWP/COMDR AIR TECHNICAL INTELLIGENCE CENTER WRIGHT-PATTERSON AFB OH

RELEPHQ/DIRECTOR OF INTELLIGENCE HQ USAF WASHINGTON 25 D. C.

BT

UNCLASSIFIED/C-OPS 04022 PD FLYOBRPT CPNE UNIDENTIFIED FLYING OBJECT

CMM AFR 290-2 RD

Age: UNKNOWN

B. THE SIZE OF AN AIRCRAFT ON THE GROUND FROM 6000 FT.

C. BRIGHT ORANGE EIGHT

De ONE

Ex-NFA

THE E. & F. N. SONES

E. NONE

12. 1973

— E. NONTE

Note, Pilot states object parallel (tonight)
of him while flying from Schenectady to N.
Oswego, 5 hr. 15 min. 295° 0

class at 305°-315°
during the period. (Inherent
coincidence counter angles against
a Clark's key with measured divergence
and width of 15°)

~~145~~
295° bearing of

PAGE TWO RJEPSN 8D

2. A. WHEN TAKING OFF FROM SCHENETADY CMM IT WAS TO THE WEST
B. 90 DEGREES RIGHT
C. 5 DEGREES STARBOARD
D. FLEW PARALLEL TO HIM FROM SCHENETADY TO OSWEGO
E. DISAPPEARED OVER LAKE ONTARIO
F. 45 MINUTES

3. AIR-VISUAL

B. NONE
C. 6000 FT 330 DEGREES (EAST TO WEST) 180 KNOTS

4. a. APRIL 56 0315Z

B. NIGHT

5. FROM SCHENETADY TO OSWEGO

6. a. CAPTAIN F 43 SNYDER 21 NY

PILOT (AMERICAN AIRLINES) GOOD

B. NK/1

7. a. CLEAR

B. NOT AVAILABLE

C. 6000 FT

D. CLEAR

E. THIN OVERCAST AT SCHENETADY REST CLEAR

PAGE THREE RJEPSN 8D

F. ~~NONE~~

8. ~~NONE~~

9. ~~NONE~~

10. SCRAMBLED JUMPING JACK ABLE ONE NEG RESULTS

11. ~~NONE~~

12. UNKNOWN OBJECT WAS ALSO OBSERVED BY CO-PILOT AND STEWARTDESS
END PDR

BT

09/15/52 APR RJEPSN

FINAL GALLEY PROOF

Galley 30—THE WORLD OF FLYING SAUCERS

The Ryan Case

An American Airlines plane had just taken off on a flight from Albany to Syracuse, New York, on the night of April 8, 1956. The sky was clear with a very thin overcast. At 10:15 E.S.T., while at about 6000 feet over Schenectady, Captain Ryan and his first officer sighted an unidentified flying object and reported it to Griffis Air Force Base. Bright orange in color, it glowed clearly in the northwestern sky, seemed to travel at exactly the same speed as and parallel with the aircraft, and maintained this steady course during the rest of the plane's flight. The tower operators at the Albany and Watertown airports also saw the object, as did the crews of four other plane flights, who decided it was probably a star or a planet. The shift supervisor in the tower at Griffis Air Force Base, alerted by Captain Ryan, was able to observe the unknown through binoculars. He described it as apparently round, larger than any star, at an estimated altitude of 3000 or 4000 feet; when first sighted it looked white with an orange tint but after about ten minutes changed to orange with a red tint. During the twenty-three minutes he watched it, the unknown slowly descended over the horizon. Interceptors from Griffis Air Force Base were scrambled (Air Force jargon meaning to take off and pursue as quickly as possible) at 10:48 and 10:52, but returned to base without finding anything. Captain Ryan, having watched the object during the entire flight, landed his plane at Syracuse and made his customary report.

The newspaper accounts that followed caused a short-lived flying-saucer scare, but when officials from ATIC investigated they had no difficulty in solving the mystery. The evidence was plain and unmistakable. The object was the planet Venus. The observing plane had been flying northwest on a heading of 330 degrees; the object was directly ahead of them all the way. The ground observers from the Griffis tower, when they first picked up the object at 10:20 P.M., had estimated its position at azimuth 330 degrees. It had descended slowly over the horizon about 10 degrees to the left of the spot where first sighted. A plot of the planet's position showed that at 10:20 P.M. on this particular night Venus was on or just below the western horizon at an azimuth of approximately 325 degrees. Thus the unknown and Venus appeared at the same position, traveled at the same rate, and moved in the same direction. Refraction by the earth's atmosphere had projected the image slightly upward, and the associated dispersion of colors had produced the brilliant red glow [1].

There the matter should have ended. The puzzle was solved, and forgotten by all but a few saucer addicts. Some twelve months later, however, Major Donald Keyhoe reopened the case. As the new Director of the National Investigations Committee for Aerial Phenomena, commonly known as NICAP (see *Chapter XIII*), he charged the Air Force with concealing the true facts of the incident,

and himself tried to get in touch with Captain Ryan to obtain information to support the charge. Receiving no answer to letters or telephone calls, Major Keyhoe then gave his story to certain government agencies. Using as "evidence" a newspaper account [7] and extrapolations of Captain Ryan's remarks in a TV interview, this civilian investigator had constructed a version of the incident so fantastic that it is scarcely recognizable as the same event. In brief, NICAP alleged that the object sighted on April 8, 1956, had been a strange machine "obviously pacing the plane, though keeping well ahead"; that the captain, on orders from Griffis Air Force Base, had abandoned his scheduled route to chase the unknown craft, had lost it somewhere over Lake Ontario, had then turned back and landed at Syracuse far behind his scheduled arrival and, finally, that his flight log had been falsified to conceal the facts of this pursuit [8, pp. 167-84].

The original question, the identity of an unknown object, was all but forgotten. In letters, telegrams, and telephone calls to various officials of American Airlines, Congress, the Air Force, the Civil Aeronautics Board, and the Civil Aviation Authority, NICAP requested an official investigation of the "cover-up." The first requests evoked no response but repeated prodding finally paid off. After hints of publicity and of possible senatorial interest, the beleaguered agencies at last yielded to NICAP pressure and reopened the case. Captain Ryan, a reliable officer with twenty-three years' experience as a pilot, was subjected to official interrogation. Busy government bureaus were forced to invest further time, money, and energy to confirm facts that had never been in doubt.

To the Civil Aviation Authority (CAA) the captain stated, with the concurrence of his first officer: "I did not deviate from course at any time. I did sight an object and it was witnessed."

The Civil Aeronautics Board (CAB) reported: "Captain Ryan stated most emphatically that he did not deviate from his prescribed course, nor was he requested to do so. Scheduled time for American Airlines Flight 775 (the one involved in this incident) between Albany and Syracuse is 49 minutes; elapsed log time for that flight on April 8, 1956, was 48 minutes. Since it is obvious that this schedule could not have been maintained had the flight deviated from its prescribed course, as reported by the Buffalo *Evening News* on April 10, 1956, and since safety does not appear to have [been] derogated, further investigation into the matter by the Board is not considered warranted."

A vice-president of American Airlines stated that ". . . Captain Ryan states unequivocally that he did sight an object. He also states unequivocally that he did not chase it. His flight time between Syracuse and Albany confirms that statement."

No statements could be more explicit. Saucer lobbyists, however, merely seized them as material for constructing a more elaborate fantasy. These declarations, according to NICAP, were worthless. They merely proved that Captain Ryan had given false answers to his questioners; that the government agencies involved knew the answers were false; and that a gigantic conspiracy existed to suppress the truth and support an "elaborate deception." [8, p. 181] Among those supposed to be joined in the conspiracy were the American Airlines Company, the Civil Aeronautics Board, the Civil Aviation Agency, the United States Air Force, and possibly even the Central Intelligence Agency and the National Security Council!

Saucer publications still list this sighting of Venus as an Unknown.

NATIONAL INVESTIGATIONS COMMITTEE
ON AERIAL PHENOMENA

TELEPHONE: NORTH 7-9434
CABLE ADDRESS:
SKYLIGHT

WASHINGTON 6, D. C.

Reef RH
ADMINISTRATIVE OFFICES:
1536 CONNECTICUT AVE., N.W.

January 26, 1961

MAJOR DONALD E. KEYHOE
USMC (RET.) DIRECTOR

Lieutenant Colonel Lawrence J. Tacker
Dept. of the Air Force
Office of Public Information
Pentagon, Wash. 25, D.C.

Dear Colonel Tacker:

I am inclosing the transcript of a tape recording made of the television interview of Capt. [REDACTED] [REDACTED], American Airlines pilot who on April 8, 1956 sighted an unidentified flying object over Schenectady N.Y. Since you stated on the recent Garroway show that you were unfamiliar with [REDACTED] case, I thought you might be interested in reading Capt. [REDACTED] account of his experience.

The actual tape recording is in our possession and we would be happy to arrange for you to hear it at your convenience.

Sincerely yours
Richard Hall
Richard Hall
Secretary of NICAP

RH:lk